

ORDINANCE NO. 2844

AN ORDINANCE OF THE CITY OF POCATELLO, A MUNICIPAL CORPORATION OF IDAHO, AMENDING SECTION 4 OF ORDINANCE NO. 2614, AMENDING ORDINANCE NO. 2701 AND REITERATING ORDINANCE NO. 2740; PROVIDING THAT THE CONSOLIDATED CENTRAL CORRIDOR URBAN RENEWAL AREA AND ATTENDANT REVENUE ALLOCATION AREA SHALL BE IN EFFECT THROUGH THE TAX YEAR 2010; PROVIDING THAT THE TOTAL EXPENSES INCURRED FOR PROJECTS WITHIN THE CONSOLIDATED CENTRAL CORRIDOR REVENUE ALLOCATION AREA BE LIMITED TO THE AMOUNT OF REVENUE GENERATED THROUGH TAX YEAR 2010; PROVIDING THAT ALL OTHER SECTIONS OF ORDINANCE NO. 2614 AND ORDINANCE NO. 2701 NOT HEREIN AMENDED SHALL REMAIN IN FULL FORCE AND EFFECT; PROVIDING THAT ALL SECTIONS OF ORDINANCE NO. 2740 SHALL REMAIN IN FULL FORCE AND EFFECT; PROVIDING THAT THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW, THE RULES REQUIRING THAT AN ORDINANCE BE READ ON THREE SEPARATE OCCASIONS HAVING BEEN DISPENSED WITH.

WHEREAS, on July 14, 1988, the Pocatello City Council created by Resolution an urban renewal agency pursuant to Idaho Code §50-2005, to be known as the Pocatello Development Authority; and

WHEREAS, on October 1, 1998, the Pocatello City Council consolidated certain current URA's along with additional deteriorated areas and designated this area as the Consolidated Central Urban Renewal Area by Resolution No. 1998-37, pursuant to Idaho Code §§50-2008 and 50-2905; and

WHEREAS, Ordinance No. 2614, dated December 17, 1998, approving the Consolidated Central Corridor Urban Renewal Area, Plan, Projects and Revenue Allocation Area, was duly passed, approved, and published according to law, then later amended by Ordinance No. 2701, dated November 7, 2002, which was duly passed, approved, and published on November 13, 2002, according to law after hearing and notice to the public, and then once again amended by Ordinance No. 2740, dated June 3, 2004, which was duly passed,

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approved, and published on June 24, 2004, according to law after hearing and notice to the public; and

WHEREAS, modification to the plan and the revenue allocation provisions of the district to extend the life of the revenue allocation provisions of the Consolidated Central Corridor District through the tax year 2010 was recommended by the Pocatello Development Authority and a public hearing on said modifications and proposed ordinance was scheduled before the City Council at its regular meeting on July 3, 2008; and

WHEREAS, the Community Development Commission reviewed the proposed modification at its meeting May 14, 2008, and reported to the City Council their findings that the proposal was in conformance with the Comprehensive Plan; and

WHEREAS, notice of the hearing and proposed modification was provided as required by Idaho Code Sections 50-5008 and 50-2906; and

WHEREAS, the one year extension of the revenue allocation provision is needed to finance projects for which funding was heretofore budgeted but was not forthcoming due in part to a tax assessment miscalculation by the tax collecting entity; and

WHEREAS, the one year extension of the revenue allocation provision is necessary to help finance improvements in order to prevent the relocation of an existing major employer within the urban renewal district; and

WHEREAS, the City Council determined that the proposed time modification to the Revenue Allocation District is necessary to finance already authorized projects under the Urban Renewal Plan;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF POCA TELLO AS FOLLOWS:

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Section 1. That, pursuant to Idaho Code §50-2008, the Mayor and Council of the City of Pocatello, after due presentation of relevant information and after the holding of a public hearing pursuant to statute on July 3, 2008, do hereby find:

- a. That no families or persons will be displaced by the modification to the plan;
- b. That the modification was reviewed by the Community Development Commission on May 14, 2008, and they found that the proposed modification conforms to the Comprehensive Plan of the municipality as a whole;
- c. That the modifications to the urban renewal plan will not alter or effect the adequacy of park and recreational areas and facilities nor create a need for any additional areas;
- d. That the modifications to the urban renewal plan will not alter the current situation which affords maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise.

Section 2: That the Mayor and City Council hereby also find that extending the time period of the Consolidated Central Corridor District Urban Renewal Area and attendant Revenue Allocation Area by one additional year, through the end of tax year 2010, will meet the goals and criteria, and be consistent with the valid public purposes of the State's Urban Renewal Act and the Local Economic Development Act, including

- a. the enhancement of development and attraction of new or expanded businesses in to improve the area economy by partnering with the private business sector;
- b. the prevention of decay in urban areas;
- c. the facilitation of long-term growth of the common tax base;
- d. the encouragement of private investment within the urban area; and
- e. the mitigation of traffic problems and traffic hazards.

Section 3: That, in light of the above findings, the Mayor and Council of the City of Pocatello hereby approve the extension of the length of time of the Consolidated Central

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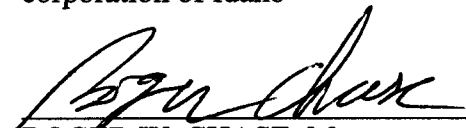
Corridor Urban Renewal Area and attendant Revenue Allocation Area by one additional year, through the end of tax year 2010.

Section 4: That all other Sections of Ordinance Nos. 2614, 2701 and 2740 not herein amended remain in full force and effect.


Section 5: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication according to law.

PASSED AND APPROVED this 17<sup>th</sup> day of July, 2008.

CITY OF POCA TELLO, a municipal corporation of Idaho

  
ROGER W. CHASE, Mayor

ATTEST:

  
RHONDA L. JOHNSON, City Clerk

PUBLISHED: July 23, 2008 (Summary)

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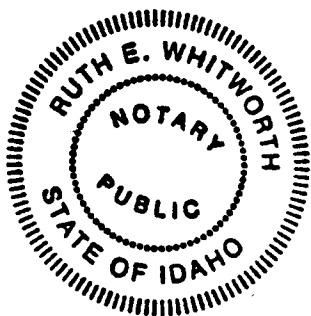
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STATE OF IDAHO )  
 )  
County of Bannock ) SS

I hereby certify that the foregoing is a full, true, and correct copy of City of Pocatello, Idaho, Ordinance 2844 as the same now remains on file and of record in my office.

WITNESS my hand official seal hereto affixed this 18<sup>th</sup> day of July, A.D., 2008.

RHONDA L. JOHNSON, City Clerk  
CITY OF POCA TELLO, IDAHO



By   
RUTH E. WHITWORTH, Deputy Clerk  
CITY OF POCA TELLO, IDAHO  
Commission expires: 4/16/2013

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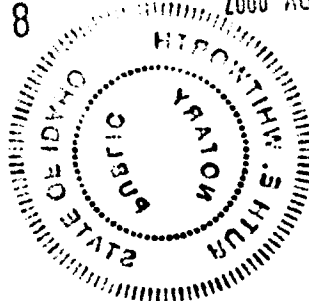
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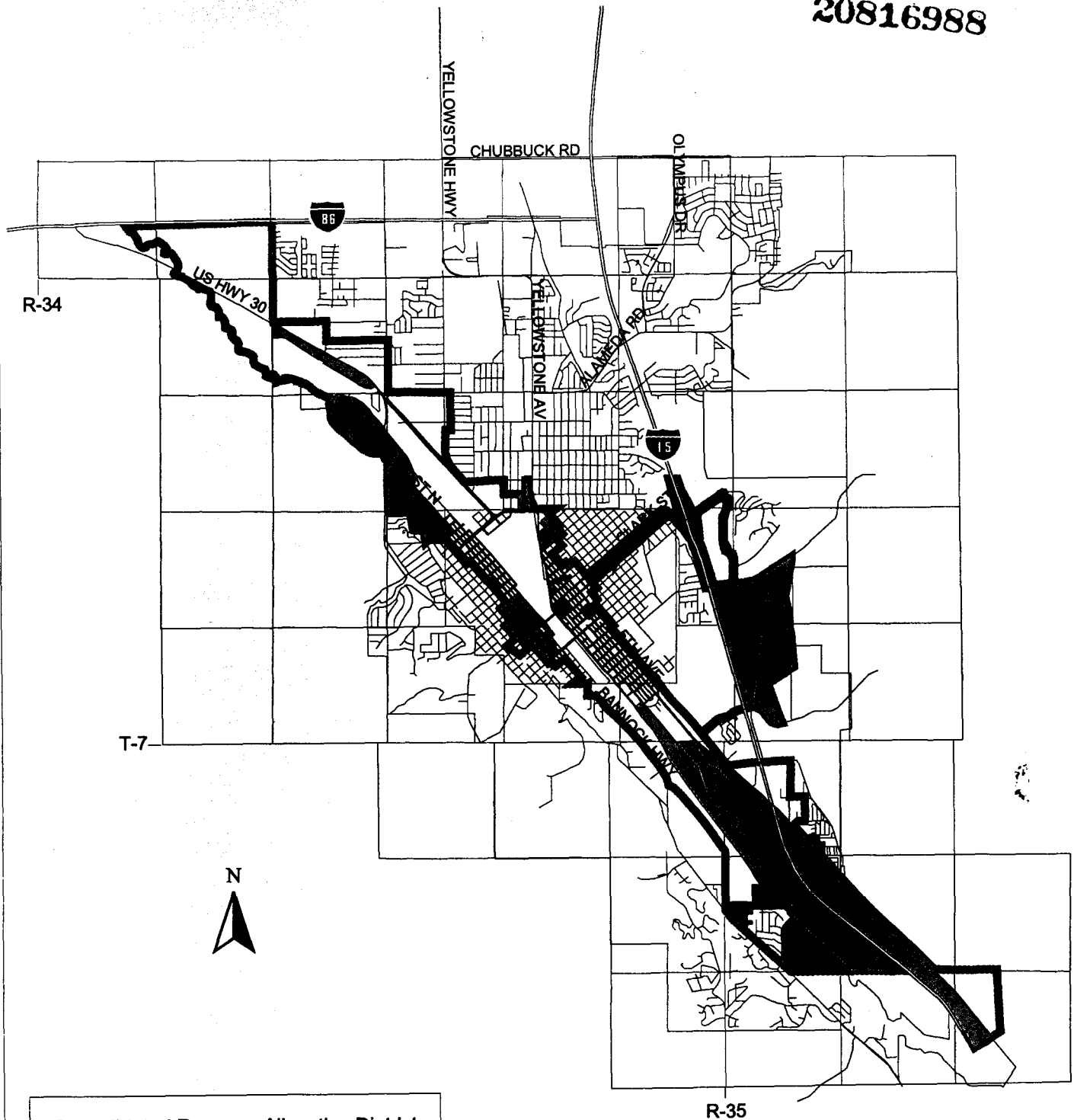
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Consolidated Revenue Allocation District

- Urban Renewal Area
- Original Area
- February 2004 Proposed Modification

## Central Corridor Urban Renewal Area

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**CONSOLIDATED CENTRAL CORRIDOR  
URBAN RENEWAL AREA**

**PROPOSED MODIFICATION**

**MAY, 2008**

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## **INTRODUCTION**

The following information is presented as a modification to the Consolidated Central Corridor Urban Renewal Area Plan which was passed and approved by the Pocatello City Council on December 17, 1998, and modified in 2004. The 2004 modification expanded the area of the district to accommodate further projects to enhance the goals of the original plan. As part of the plan the City outlined three goals to assist in enhancing the City. These goals include:

**Commercial Redevelopment**—Proactive efforts of local government, non-profit organizations, and the private sector to reduce dis-investment in blighted areas and to promote greater interest in infill commercial activities.

**Neighborhood Revitalization**--Increasing market values and monetary investment in residential properties by enhancing resident confidence in the neighborhoods.

**Economic Development**—Enhancing new commercial investment and job creation in an area by proactively increasing opportunities for business location and expansion through efforts from public and private organizations.

This modification is being pursued to extend the duration of the district to ensure completion of approved projects, as well as provide sufficient funding for additional capacity for projects already in the plan, and/or economic development/employment incentive costs. No changes are being suggested to the area boundary or planned projects as approved in the original district and plan of 1998 nor to the expanded area approved in 2004. Attached is a map depicting the area included within this district.

## **PROJECTS**

Approved projects include the following:

- **Sanitary Sewer System Upgrade.**
- **Roadway Improvements.**
- **Off Street parking Facilities.**
- **Drainage and Detention.**
- **Waterline and Water System Upgrades.**
- **Winter Weather/Fast Track Contingency.**
- **Other Contingency Costs.**
- **Other possible work may include:** Site demolition, survey and layout work, soils testing (including any environmental assessment and clean-up work), clearing and grading, off street parking and paving, curb, gutter, sidewalk, street lighting, street landscaping/amenities open space landscaping, parking lot lighting, gas line extension work, Idaho Power service upgrades and the engineering associated with these projects, and potential land acquisition costs.

## **REVISED ECONOMIC FEASIBILITY STUDY**

According to the Bannock County Auditor's Office, the market value of the land within the Consolidated Central Corridor area (after applying all exemptions) is \$222,075,378. Of that, the base value of the properties \$108,152,290; at 2007 levy rates (see below), the annual tax due on the base value is \$2,232,266. Each taxing entity will continue to receive amounts collected for its base assessment.

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The increment value of the properties within the Consolidated Central Corridor area is \$118,923,088; at 2007 levy rates (see below), the annual tax due is \$2,454,575. The increment revenue has been and will continue to be distributed to the PDA to be used to finance the approved projects.

<u>Taxing Jurisdictions</u>	<u>Tax levy</u>
City of Pocatello	.010010882
Bannock County	.005354472
School District # 25	.004479307
County Road & Bridge	.000533485
Ambulance	.000261878
Total	.020640024

Table 2 depicts the projected revenue to be allocated to the PDA from the Consolidated Central Corridor Revenue Allocation District. Levy rates set in 2007 have been used for remaining years of the district. These amounts are estimated to be available to pay debt service on the bonds issued to refund existing revenue allocation bonds and to finance the projects approved previously.

**TABLE 2**

<b>Year</b>	<b>TIF Tax Value</b>	<b>Levy Rate</b>	<b>Net Revenue to PDA</b>
2007	\$118,923,088	0.020640024	\$2,454,575
2008	\$112,976,934 <sup>1</sup>	0.020020823 <sup>2</sup>	\$2,261,891
2009	\$112,976,934	0.019420198	\$2,194,034
2010	\$112,976,934	0.018837592	\$2,128,213
2011	\$112,976,934	0.018272464	\$2,064,366
Total			\$11,103,079

The total dollar amount under this conservative estimate to be distributed to the PDA through the year 2011 is approximately \$11,103,079. This amount will be used to complete the public improvement projects within the Consolidated Central Corridor Urban Renewal Area.

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<sup>1</sup> The 2008 value was reduced by 5 percent to account for potential reductions in assessed valuations.

<sup>2</sup> Levy values have been reduced by 3 percent each year to account for increase growth which may reduce levy rates.

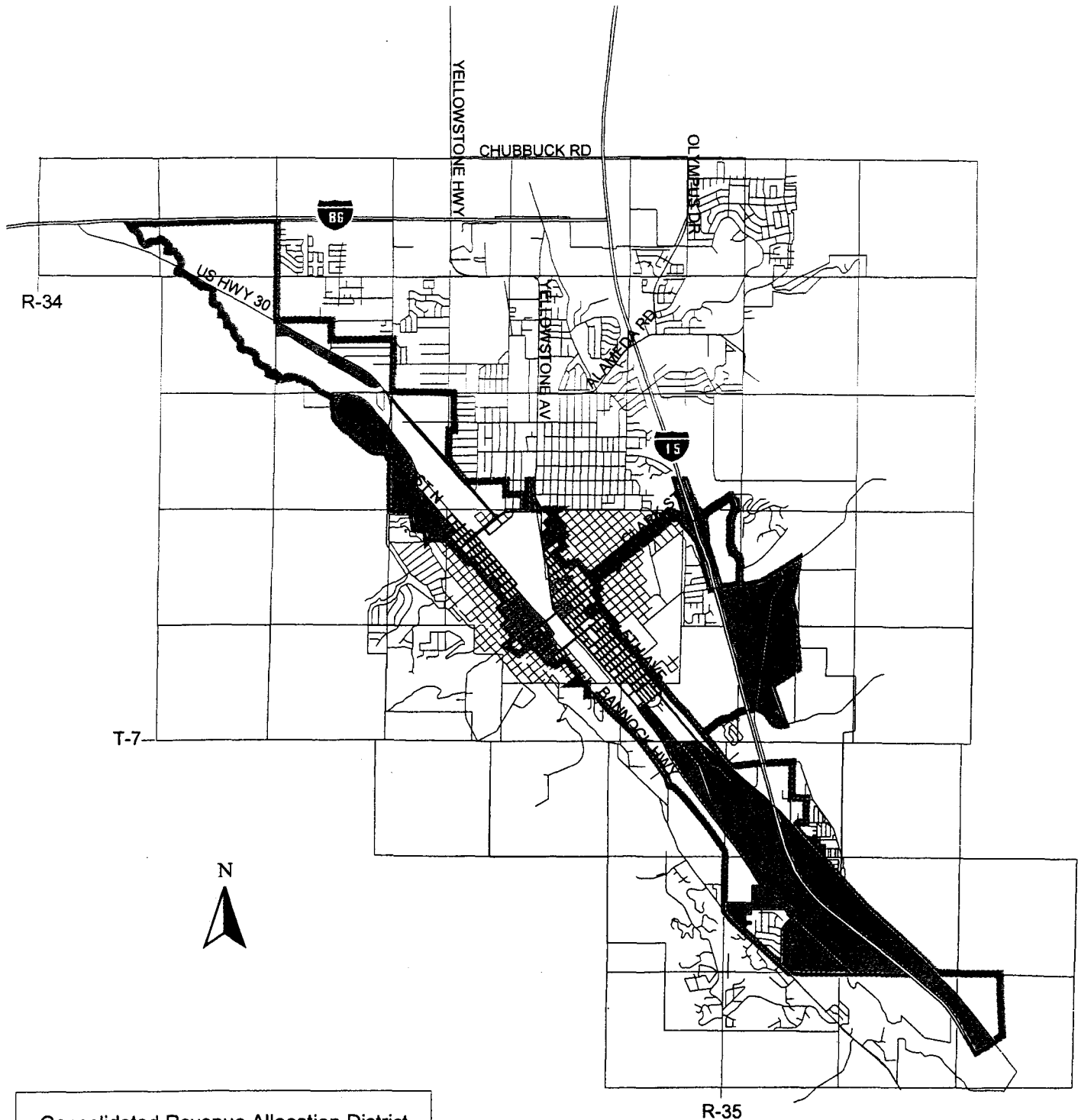
**CONSOLIDATED CENTRAL CORRIDOR  
URBAN RENEWAL AREA**

**ATTACHMENT 1  
URBAN RENEWAL AREA/  
TAX INCREMENT FINANCING MAP**




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Consolidated Revenue Allocation District

-  Urban Renewal Area
-  Original Area
-  February 2004 Proposed Modification

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# Central Corridor Urban Renewal Area

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CONSOLIDATED CENTRAL CORRIDOR

URBAN RENEWAL AREA

ATTACHMENT 2

URBAN RENEWAL AREA

LEGAL DESCRIPTIONS

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Section 2: That, in light of the above findings, the Mayor and Council of the City of Pocatello hereby approve the Consolidated Central Corridor Urban Renewal Plan and Projects as described in the plan documents attached hereto as Exhibit A.

Section 3: That in light of the proposed revenue allocation financing provision's compliance with the requirements of Idaho Code §50-2905, the Mayor and Council of the City of Pocatello hereby expressly adopt the revenue allocation financing provision for those portions of the Consolidated Central Corridor Urban Renewal Area described as follows:

A composition of several tracts of land in Sections 8, 9, 16, 17, 18, 21, 22, 23, 26, 27, 35 and 36, Township 6 South, Range 34 East, Boise Meridian and Section 1, Township 7 South, Range 34 East, Boise Meridian and Sections 6, 7, 8, 16 and 17, Township 7 South, Range 35 East, Boise Meridian, in Bannock County, Idaho, more particularly described as follows:

**Area 1 (North City Park Area)**

Beginning at a point 25 feet West of the West 1/4 corner of Section 16, T.6S., R.34E., B.M., which point being on the West Right of Way line of Philbin Road THE TRUE POINT OF BEGINNING; thence in an easterly direction along the Latitudinal centerline of Section 17 and 16, the same being the northerly Right-of-Way line of the Union Pacific Railroad (U.P.R.R) approximately 600 feet to a change in direction of said Right-of-Way line; thence in southeasterly direction continuing along said northerly Right-of-Way line of the U.P.R.R. approximately 4600 feet to a point of intersection with the Northerly boundary line of the Prospect Townsite Subdivision; thence in a Easterly direction along said Northerly boundary line of said subdivision the same being the south line of said Section 16, approximately 500 feet to a point of intersection with the southwesterly Right-of-Way line of U.S. Highway 30 North; thence in a southeasterly direction along said Southwesterly Right-of-Way line approximately 500 feet to a point 175 feet West of the East line of Section 21, T.6S., R.34E., B.M., which point being on the westerly Right-of-Way line of North Main Extension; thence in a southerly direction along the said westerly Right-of-Way line of North Main Extension (formerly Hawthorne Road) and its southerly extension parallel with and 175 feet West of the East line of Section 21, T.6S., R.34E., B.M.

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approximately 1600 feet to a point of intersection with the southwesterly Right-of-Way line of the U.P.R.R.; thence in a northwesterly direction along said southwesterly Right-of-Way line of the U.P.R.R., of which is defined by several courses, approximately 2600 feet to a point of intersection with the North line of Section 21, Township 6 South, Range 34 East, Boise Meridian; thence in a westerly direction along said North line of Section 21, approximately 820 feet to the North 1/4 corner of said section 21; thence in a southerly direction along the Meridional centerline of Section 21, a distance of 38 feet to the Southwesterly Right-of-Way line of Kraft Road; thence in a Southeasterly, Southerly, and Southeasterly direction following the Westerly Right of Way line of Kraft Road approximately 4000 feet to a point of intersection with the westerly Right-of-Way line of Gathe Drive; thence in a southerly direction along the westerly Right-of-Way line of Gathe Drive, approximately 2600 ft. to the south line of said Section 21; thence in a easterly direction along the south line of said Section 21, a distance of 60 ft. to the Southeast Corner of Section 21, the same being Northwest Corner of Section 27, T. 6 S., R. 34 E., B.M.; thence in a easterly direction along the north line of said Section 27, a distance of 1012.84 ft. to a point of intersection with the Northerly extension of the Easterly right-of-way line of Aspen Lane; thence in a southerly direction along said extension and right-of-way line of Aspen Lane approximately 1200 ft. to a point on the centerline of the Portneuf River channel as it existed prior to September 1965, the same being on the Southerly boundary line of City of Pocatello North City Park; thence in an easterly direction along said old Portneuf River center line alignment also being the south line of said North City Park, approximately 500 ft. to the intersection with the centerline of the 1966 Portneuf River flood control project; thence in a southerly direction along said project centerline of the Portneuf River, approximately 360 ft. to a point of intersection with the westerly extension of the south Right-of-Way line of North Street; thence in an easterly direction along said extension and south Right-of-Way line of North Street and its easterly extension approximately 800 ft. to the point of intersection with the south Right-of-Way line of Buell Street; thence in a northeasterly direction along the said south Right-of-Way line of Buell Street approximately 520 feet to a point of intersection with the easterly Right-of-Way line of Main Street; thence in a northwesterly direction along the said

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easterly Right-of-Way line of Main Street approximately 2500 feet to a point of intersection with the Southeasterly Right-of-Way line of Omaha Street; thence in a northeasterly direction along the said Southeasterly Right-of-Way line of Omaha Street approximately 250 feet to a point of intersection with the Easterly Right of Way line of the old North Main Street Easterly Right of Way line; thence in a Northerly and Northwesterly direction along said Easterly Right of Way line of the old Main street alignment also common with a portion of the Southwesterly Right of Way line of the Union Pacific Railroad approximately 1500 feet to the end of the public Right of Way ~~known as Omaha Street~~, which point is approximately 100 feet North of the latitudinal Centerline of Section 22, T.6S., R.34E., B.M.; thence in a predominately Northwesterly direction along the Southwesterly Right of Way line of the U.P.R.R. of which is defined by several courses approximately 1400 feet to a point 72 feet left (S.E.) of approximate Centerline Station 3+20 of the Federal Aid Highway project F-FG-UG-1024(10) known as the North Main Extension project, which point being on the Easterly Right of Way line of said Project; thence in a Northeasterly direction following the Easterly Right of Way line of said Project of which is defined by several courses approximately 550 feet to the North 1/16 corner on the West line of said Section 22, T.6S., R.34E. B.M.; thence in a Easterly direction along the North 1/16 line of said Section 22, following the aforementioned Right of Way line, a distance of 25 feet; thence in a northerly direction along a line parallel with and 25 feet Easterly of the West line of Section 22, defining a portion of the said easterly Right-of-Way line of North Main Extension (formerly Hawthorne Road) approximately 1200 feet to a point of intersection with the northeasterly Right-of-Way line of US Highway 30 North; thence in a northwesterly direction along the said northeasterly Right-of-Way line of US Highway 30 North approximately 6100 feet to a point of intersection with the westerly Right-of-Way of Philbin Road; thence in a Southerly direction along the Westerly Right of Way line of Philbin Road approximately 700 feet to THE TRUE POINT OF BEGINNING.

#### Area 2 (South Fifth Area)

Beginning at the South 1/4 corner of Section 8, T. 7 S., R. 35 E., B.M., THE TRUE POINT OF BEGINNING; thence in a Easterly direction along the South line of said Section 8,

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approximately 690 feet to a point intersection with the easterly Right-of-Way line of Interstate 15 North; thence in a southeasterly direction along said easterly Right-of-Way line of Interstate 15 North approximately 4580 feet to a point of intersection with the southerly Right-of-Way line of Hildreth Road; thence in a northeasterly direction along the said southerly Right-of-Way line of Hildreth Road approximately 860 feet to a point of intersection with the westerly Right-of-Way line of South Fifth Avenue; thence in a northwesterly direction along the said westerly Right-of-Way line of South Fifth Avenue, of which is defined by multiple courses, approximately 16500 feet to a point of intersection with the westerly Right-of-Way line of South Fourth Avenue; thence continuing in a northwesterly direction along the said westerly Right-of-Way line of South Fourth Avenue approximately 1900 feet to a point 25 feet North of the South line of Section 36, T.6S., R.34E., B.M.; thence in a westerly direction along a line parallel with and 25 feet North of said South line of Section 36, of which a portion defines the northerly Right-of-Way line of Fredregill Road approximately 800 feet to a point of intersection with the easterly Right-of-Way line of Second Avenue; thence in a northerly direction along the said the easterly Right-of-Way line of Second Avenue approximately 2300 feet to a point of intersection with the Northeasterly extension of the southeasterly boundary line of Block 2, Park Drive Subdivision; thence in a southwesterly direction along said extension and south boundary line of Block 2, Park Drive Subdivision and its Southwesterly extension approximately 425 feet to the point of intersection with the Northeasterly Right-of-Way line of Union Pacific Railroad (U.P.R.R.); thence in a southeasterly direction along said Northeasterly Right-of-Way line of the U.P.R.R., of which is defined by multiple courses, approximately 15500 feet to a point of intersection with the south line of Section 8, T. 7 S., R. 35 E., B.M.; thence in a easterly direction along the south line of said Section 8, approximately 1950 feet to the South 1/4 corner of said Section 8, THE TRUE POINT OF BEGINNING.

**Area 3 (Alvin Ricken Area)**

A tract of land being a portion of Sections 25 and 36, Township 6 South, Range 34 East, Boise Meridian and Sections 30 and 31, Township 6 South, Range 35 East, Boise Meridian, in Bannock County, Idaho, more particularly described as follows: Beginning at the Center 1/4 corner of

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Section 31, T.6S., R.35 E., B.M., THE TRUE POINT OF BEGINNING; thence in a westerly direction along the latitudinal centerline of said Section 31 to the intersection with the west 1/16th line of Section 31; thence in a southerly direction along said west 1/16th line of Section 31 to its intersection with the south 1/16th line of Section 31; thence in a westerly direction along the said south 1/16th line to its intersection with the easterly right-of-way line of Interstate I-15; thence northwesterly along the easterly right-of-way line and its extension being 200.0 feet northeasterly of the centerline of said I-15 to its intersection with the northerly right-of-way line of Buckskin Road; thence along the boundaries of the Idaho Power Company property recorded as Instrument No. 411920 for the following five courses: (1)thence continuing along the easterly right-of-way line of said I-15 to a point which is N. 16° 00'W. a distance of 376.71 feet from the northerly right-of-way line of Buckskin Road; (2)thence N. 48°12'E. a distance of 163.82 feet; (3)thence S. 80° 10'E. a distance of 163.82 feet; (4)thence S. 15° 58'E. a distance of 376.8 feet; (5)thence S.20° 03'W. a distance of 70.0 feet to an intersection with the northerly right-of-way line of Buckskin Road; thence easterly and northeasterly along said northerly right-of-way line of Buckskin Road to its intersection with the Meridional Centerline of Section 30, Township 6 South, Range 35, East, Boise Meridian, thence in a southerly direction along said Meridional Centerline of Section 30 and continuing along the Meridional Centerline of Section 31 approximately 5500 feet, more or less to the center quarter corner on the latitudinal centerline of Section 31, Township 6 South, Range 35, East, Boise Meridian, THE TRUE POINT OF BEGINNING.

#### Area 4 (Additional Streets and Blocks)

**Garrett Way**, that portion which lies between the easterly Right-of-Way line of Hawthorne Road and northerly Right-of-Way line of Day Street.

**First Avenue**, that portion which lies between the southerly Right-of-Way line of Gould Street and northerly Right-of-Way line of Day Street.

**McKinley Avenue**, that portion of McKinley Avenue lying ~~between 140' S. Of the North right-of-way line of Oak Street and the North Right-of-Way line of Oak Street.~~

**Roosevelt Avenue**, that portion of Roosevelt Avenue lying ~~between 140' S. Of the North right-of-way line of Oak Street and the North Right-of-Way line of Oak Street.~~

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*By: [Signature]  
Rhonda L. Johnson*

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**Taft Avenue**, that portion of Taft Avenue lying between 140' S. Of the North Right-of-Way line of Oak Street and the North Right-of-Way line of Oak Street.

**Wilson Avenue**, that portion which lies between the northerly Right-of-Way line of Oak Street and northerly Right-of-Way line of Maple Street.

**Day Street**, that portion which lies between the westerly Right-of-Way line of First Street and to the southerly Right-of-Way line of the Federal Aid Highway project for Oak Street being project Number FU-1024(27) .

**Gould Street**, that portion which lies between the easterly Right-of-Way line of Garrett Way and westerly Right-of-Way line of U.P.R.R.

**Oak Street**, that portion which lies between the easterly Right-of-Way line of McKinley Avenue and westerly Right-of-Way line of Wilson Street.

ALSO:

Block 2, Block 8 and Block 9 of the North Pocatello Townsite and that portion of the vacated Elm Street lying between Blocks 2 and 9 of said North Pocatello Townsite.

ALSO:

**King Street**, that portion which lies between the easterly Right-of-Way line of Main Street and the westerly Right-of-Way line of Harrison Avenue.

**Gibson Street**, that portion which lies between the easterly Right-of-Way line of Main Street and westerly Right-of-Way line of Harrison Avenue.

**Buell Street**, that portion which lies between the easterly Right-of-Way line of Main Street and westerly Right-of-Way line of Harrison Avenue.

**Connor Street**, that portion which lies between the center line of the alley way between Arthur and Garfield Avenues to the westerly Right-of-Way line of Shoshone Avenue.

**Gould Street**, that portion which lies between the center line of the alley way between Arthur and Garfield Avenues and the westerly Right-of-Way line of Garrett Way.

**Day Street**, that portion which lies between the center line of the alley way between Arthur and Garfield Avenues and the westerly Right-of-Way line of Shoshone Avenue.

**Greeley Street**, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and westerly Right-of-Way line of Shoshone Avenue.

**Young Street**, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and westerly Right-of-Way line of Shoshone Avenue.

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**Sublette Street**, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and the westerly Right-of-Way line of Shoshone Avenue.

**Custer Street**, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and westerly Right-of-Way line of Shoshonee Avenue.

**Sherman Street**, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and the westerly Right-of-way line of Shoshone Avenue.

**Bridger Street**, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and the westerly Right-of-way line of Shoshone Avenue.

**Hayden Street**, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and the westerly Right-of-Way line of Harrison Avenue.

**Wyeth Street**, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and the westerly Right-of-Way line of Harrison Avenue.

**Fremont Street**, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of Harrison Avenue.

**Lander Street**, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of Harrison Avenue.

**Clark Street**, that portion which lies between the easterly Right-of-way line of Hayes Avenue and the westerly Right-of-Way line of Union Pacific Avenue.

**Center Street**, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and the westerly Right-of-Way line of First Avenue.

**Lewis Street**, that portion which lies between the easterly Right-of-Way line of Hayes Avenue and westerly Right-of-Way line of Union Pacific Avenue.

**Bonneville Street**, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and a point 300 feet east along the center line of Bonneville Street from the easterly Right-of-Way line of Main Street.

**Whitman Street**, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and westerly Right-of-Way line of Union Pacific Avenue.

**Benton Street**, that portion which lies between the easterly Right-of-Way line of Garfield Avenue and the westerly Right-of-Way line of First Avenue.

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*Gregory R. Johnson*  
*Shonda L. Johnson*

**Halliday Street**, that portion which lies between the center line of alley way between Arthur and Garfield Avenues and westerly Right-of-Way line of First Avenue.

**Shoshone Avenue**, that portion which lies between the northerly Right-of-Way line of Connor Street and the southerly Right-of-Way line of Bridger Street.

**Harrison Avenue**, that portion which lies between the northerly Right-of-Way line of King Street and the northerly Right-of-Way line of Wyeth Street.

**Main Street**, that portion which lies between the northerly Right-of-Way line of Buell Street and the northerly Right-of-Way line of Wyeth Street.

**Arthur Avenue**, that portion which lies between the northerly Right-of-Way line of Buell Street and the northerly Right-of-way line of Clark Street.

**Garfield Avenue**, that portion which lies between the northerly Right-of-Way line of Hayden Street and a point 100 feet south of the southerly Right-of-Way line of Clark Street.

**Hayes Avenue**, that portion which lies between the northerly Right-of-Way line of Lander Street and the southerly Right-of-Way line of Lewis Street.

**ALSO:**

Blocks 428, 429, 430, 431, 432, 434, 435, 436, 448, 449, 450, 451, 452, 453, 454, 455, 456, 459, 460, 482, 483, 484, 485, 486, 487, 488, 489, 490, 502, 503, 504, 505 of the Pocatello Townsite Plat.

The platted alley ways of Blocks 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 437, 447, 457, 458, 461, 462, 463, 464, 466, 467 of the Pocatello Townsite Plat.

**ALSO:**

The area bounded on the northerly side by Wyeth Street extended, on the easterly side by the westerly Right-of-Way of the U.P.R.R., on the southerly side by Bonneville Street extended and on the westerly side by Union Pacific Avenue.

**ALSO:**

**Young Street**, that portion which lies between the easterly Right-of-Way line of Seventh Avenue and westerly Right-Way line of Eighth Avenue.

**Custer Street**, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and westerly Right-of-Way line of Eighth Avenue.

**Sherman Street**, that portion which lies between the easterly Right-of-Way line of Fifth Avenue and westerly Right-of-Way line of Eighth Avenue.

**Sublette Street**, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and westerly Right-of-Way line of Eighth Avenue.

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**Bridger Street**, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and westerly Right-of-Way line of Fifth Avenue.

**Hayden Street**, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and westerly Right-of-Way line of Fifth Avenue.

**Wyeth Street**, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and westerly Right-of-Way line of Fifth Avenue.

**Fremont Street**, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and westerly Right-of-Way line of third Avenue; also that portion which lies between the easterly Right-of-Way line of Fourth Avenue and westerly Right-of-Way line of Seventh Avenue.

**Lander Street**, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and westerly Right-of-Way line of Fifth Avenue.

**Clark Street**, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and westerly Right-of-Way line of Sixth Avenue.

**Center Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Sixth Avenue.

**Lewis Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Bonneville Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fourth Avenue.

**Whitman Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fourth Avenue.

**Benton Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Halliday Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Carter Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Lovejoy Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Terry Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

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*Supervisor*  
*Rhonda L. Johnson*

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**Putnam Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Dillon Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Humbolt Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Sutter Street**, that portion which lies between the easterly Right-of-Way line of First Avenue and westerly Right-of-Way line of Fifth Avenue.

**Dunn Street**, that portion which lies between the easterly Right-of-Way line of Second Avenue and westerly Right-of-Way line of Fifth Avenue.

**Lawton Street**, that portion which lies between the easterly Right-of-Way line of Second Avenue and westerly Right-of-Way line of Fifth Avenue.

**Logan Street**, that portion which lies between the easterly Right-of-Way line of Fourth Avenue and westerly Right-of-Way line of Fifth Avenue.

**Stansbury Street**, that portion which lies between the easterly Right-of-Way line of Second Avenue and westerly Right-of-Way line of Fifth Avenue.

**Barton Road**, that portion which lies between the easterly Right-of-Way line of Fifth Avenue and easterly Right-of-Way line of Interstate 15 North.

**Eighth Avenue**, that portion which lies between the northerly Right-of-Way line of Young Street and the southerly Right-of-Way line of Sublette Street.

**Seventh Avenue**, that portion which lies between the northerly Right-of-Way line of Young Street and the southerly Right-of-Way line of Sublette Street.

**Sixth Avenue**, that portion which lies between the northerly Right-of-Way line of Clark Street and the southerly Right-of-Way line of Center Street.

**Pocatello Avenue**, that portion lying between the westerly extension of the northerly Right-of-way line extension of Custer Street and the northerly Right-of-Way line of Sublette Street.

**Fifth Avenue**, that portion lying between the northerly Right-of-Way line of Bridger Street and also that portion which lies between the southerly Right-of-Way line of Whitman and the westerly extension of the northerly Right-of-Way line of Swisher Road.

**Fourth Avenue**, that portion which lies between the northerly Right-of-Way line of Sublette Street and the northerly Right-of-Way line of Bonneville Street, and also

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*Lyndee R. Hillman*  
*Rhonda L. Johnson*

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between the southerly Right-of-Way line of Whitman and the intersection with the westerly Right-of-Way line of Fifth Avenue.

**Third Avenue**, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the southerly Right-of-Way line of Whitman Street, and also between the northerly Right-of-Way line of Benton Street and the southerly Right-of-Way line of Stansbury Street.

**Second Avenue**, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the southerly Right-of-Way line of Stansbury Street.

**Pocatello Avenue**, that portion which lies between the westerly Right-of-Way line of Fourth Avenue and the westerly Right-of-Way line of First Avenue.

**First Avenue**, that portion which lies between the westerly Right-of-Way line of Pocatello Avenue and its intersection with the westerly extension of the southerly boundary line of Park Drive Subdivision.

ALSO:

Blocks 217, 218, 219, 226, 227, 275, 276, 342, 343, 345, 346, 372, 373 of the Pocatello Townsite Plat.

Lots 9, 10, 11, 12, 13, 14, 15, 16, and the south 10' of Lot 8 and the south 10' of Lot 17, Block 231; and the east 51.3 feet of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, Block 271, of the Pocatello Townsite Plat; and the vacated Right-of-way of Sixth Avenue between the southerly Right-of-Way line of Wyeth Street and to the Northerly Right-of-Way line of Fremont Street.

Lots 11, 12, 13, 14, and the south 24' of Lot 15, Block 270, of the Pocatello Townsite Plat

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and Lots 17, 18, 19, 20, Block 293, of the Pocatello Townsite Plat.

Lots 1, 2, 3, 4, 5, Block 327, Lots 8, 9, 10, 11, 12, 13, and 14, Block 328 of the Pocatello Townsite Plat, and the vacated Right-of-Way of Fremont Street between Fourth Avenue and the centerline of the alley way of Blocks 327 and 328.

ALSO:

The platted alley ways of Blocks 290, 291, 292, 294, 295, 296, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 317, 318, 319, 320, 323, 324, 325, 326, 344, 345, 346, 347, 348, 351, 352, 353, 354, 355, 356, 357, 358, 363, 364, 365, 366, 367, 371, 372 of the Pocatello Townsite Plat.

The platted alley ways of Blocks 1, 2, 3, 4, 5, 6 of the Keystone Townsite Plat.

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*Eugene H. Johnson*  
*Rhonda L. Johnson*



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~~Sublette Street, that portion which lies between the easterly Right-of-Way line of Arthur Avenue and the westerly Right-of-Way line of Shoshone Avenue.~~

~~ALSO:~~

~~Blocks 428, 429, 430, 431, 432, 433, 434, 435, 436, 448, 449, 450, 451, 452, 453, 454, 455, 456, 459, 460, 482, 483, 484, 485, 486, 487, 488, 489, 490, 502, 503, 504, 505 of the Pocatello Townsite Plat.~~

~~ALSO:~~

~~The area bounded on the northerly side by Wyeth Street extended, on the easterly side by the westerly Right-of-Way of the U.P.R.R., on the southerly side by Bonneville Street extended and on the westerly side by Union Pacific Avenue.~~

~~ALSO:~~

~~Third Avenue, that portion which lies between the easterly Right-of-Way line of Pocatello Avenue and the southerly Right-of-Way line of Whitman Street, and also between the northerly Right-of-Way line of Benton Street and the southerly Right-of-Way line of Stansbury Street.~~

~~ALSO:~~

~~The platted alley ways of Blocks 290, 291, 292, 294, 295, 296, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 317, 318, 319, 320, 323, 324, 325, 326, 344, 345, 346, 347, 348, 351, 352, 353, 354, 355, 356, 357, 358, 363, 364, 365, 366, 367, 371, 372 of the Pocatello Townsite Plat.~~

~~The platted alley ways of Blocks 1, 2, 3, 4, 5, 6 of the Keystone Townsite Plat.~~

*Lyndy R. Johnson*  
*Rhonda L. Johnson*

Section 4: That the revenue allocation provision shall be in effect through the year 2009, and that the total expenses incurred for projects in the district to be paid by revenue allocation financing be limited to \$18,000.000.00, including administrative costs, consolidation of debt, bond counsel fees, and interest.

Section 5: That this ordinance shall be in full force and effect from and after its passage, approval, and publication according to law, the rule requiring that an ordinance be read on three separate occasions having been dispensed with.

PASSED AND APPROVED this 17<sup>th</sup> day of December, 1998.

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Section 2: That the Mayor and City Council hereby also find that adding these undeveloped areas and proposed projects will meet goals and criteria of the State's Urban Renewal Act and Local Economic Development Act, including

- a. the promotion of sound growth and the mitigation of traffic problems and traffic hazards; and
- b. amelioration of a "deteriorated area," as defined in the statutes, because of economic underdevelopment resulting from unsuitable topography, diversity of ownership, and lack of sufficient infrastructure for projected traffic flow.

Section 3: That, in light of the above findings, the Mayor and Council of the City of Pocatello hereby approve the modifications to the Consolidated Central Corridor Renewal Plan and Project as follows:

- a) add two additional areas to the urban renewal area and the revenue allocation area, consisting of two parcels at the southern end of the Central Corridor and an area near Hospital Way, said parcels more particularly described as follows:

**ADDITION TO AREA NEAR HOSPITAL WAY**

A tract of land in the East 1/2 of Section 25, and the South 1/2 of the Southeast 1/4 of Section 24, and the Southeast 1/4 of the Southwest 1/4 of Section 24, Township 6 South, Range 34 East, Boise Meridian, being a portion of the right of way in Interstate Highway 15 and East Center Street, more particularly described as follows:

Beginning at the North 1/4 corner of Section 25, T.6S., R.34E., B.M., the same being the Northeast corner of the Pocatello Original Townsite, THE TRUE POINT OF BEGINNING; thence in a Southerly direction along the Meridional Centerline of Section 25, also common with the east boundary line of said Townsite approximately 635 feet to the Southwesterly right of way line of the Center Street Interchange per Federal Aid Interstate Hwy project I-15-1(13)66, being 515.84 Left of Interstate Hwy 15 centerline Station 198+00.0 ; thence in a Southeasterly direction along said Center Street interchange right of way line defined by several courses approximately 945 feet to a point on the North 1/16 line of said Section 25, being 155.96 feet Left of centerline Station 189+51.87 per said Interstate Hwy

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plans; thence in a Southerly direction following the Westerly right of way line of said Interstate Hwy 15 defined by several courses approximately 2400 feet, to a point of intersection with the Southerly right of way line of Terry Street, being 200 feet Left of centerline Station 165+48.44 per said Interstate Hwy 15 survey; thence in an Easterly direction along the Easterly extension of the Southerly right of way line of Terry street approximately 404 feet to a point 200 feet Right of said Interstate Hwy 15 centerline Station 164+88.98; thence in Northerly direction along the Easterly right of way line of said Hwy parallel with and 200 feet Right of the centerline of said Interstate Hwy 15 approximately 81 feet to a point opposite of centerline Station 165+69.86 on the Northerly right of Way line of Terry Street also known as Buckskin Road, which corner also being the Southwest corner of the Idaho Power Company property described in Instrument No. 411920; thence in a Northwesterly direction along the Easterly Right of Way line of said Interstate Highway 15 of which a portion is common with the Westerly Boundary line of said Idaho Power Company property parallel with and 200 feet Easterly of the centerline of said Highway approximately 2230 feet to a point on the Easterly Right of Way line of the Center Street Interchange opposite of centerline Station 188+00.00 of said Highway survey; thence in a Northerly and Northeasterly direction along said Interchange Right of Way line defined by several courses approximately 1319 feet to point on the Easterly approach for East Center Street, the same being 680 feet Right of Centerline Station 199+40.0 per said Interstate Highway survey also being 40.77 feet Right of Centerline Station 26+93.07 of the DB Road (Center Street connector) survey per said Interstate Highway plans; thence in a Northerly direction along said Interchange Easterly approach approximately 7.0 feet to point on the Southerly Right of Way line of Center Street; thence in a Northeasterly direction along said Southerly Right of Way line of Center Street approximately 1370 feet to a point 60 feet Easterly of the centerline of Hospital Way; thence in Northwesterly direction on a line parallel with and 60 feet Easterly of said centerline of Hospital Way and its Northwesterly extension 80 feet to a point of intersection with the Northerly right of way line of Center Street; thence in a Southwesterly direction along the Northwesterly right of way line of Center Street approximately 1375 feet to the right of way line of the Easterly approach to the Center Street Interchange per Federal Aid Interstate Hwy project I-15-1(13)66; thence continuing in a Southwesterly direction along the Northerly right of way line of said Interstate Hwy approach approximately 310 feet to a change in direction of said right of way line of the Center Street Interchange, which point being 350 feet Right of said Interstate Hwy centerline Station 200+00.0; thence in a Northwesterly

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direction along the easterly right of way line of said Interstate Hwy approximately 1675 feet to a point of intersection with the South 1/16 line of Section 24, T.6S., R.34E., B.M.; thence in a Westerly direction along the South 1/16 line of said Section 24, approximately 427 feet to the Westerly right of way line of said Interstate Hwy 15; thence in a Southerly direction along the Westerly right of way line of said Interstate Hwy 15 approximately 1404 feet to a point opposite of and 304.69 feet Left of Highway plans centerline Station 203+98.61, the same being the North 1/4 corner of Section 25, T.6S., R.34E., B.M., THE TRUE POINT OF BEGINNING.

TOGETHER WITH:

All That portion of right-of-way within the Center Street Interchange per Federal Aid Interstate Hwy project I-15-1(13)66 lying West of the Meridional Centerline of Section 25, T.6S., R.34E., B.M. in the Pocatello Original Townsite, Bannock County, Idaho. (Which right-of-way mentioned above extending westward from said Meridional Centerline to connect with Clark Street at the Northeasterly right-of-way line of Nineteenth Avenue and with Center Street at the Easterly right-of-way lines of the alley ways of Blocks 6 and 7, of the Pocatello Original Townsite.)

ALSO TOGETHER WITH:

All that portion of Clark Street extending Northeast from the Westerly right-of-way line of 6th Avenue approximately 4740 feet to the Northeasterly right of way line of Nineteenth Avenue, in the Pocatello Original Townsite, Bannock County, Idaho.

And all that portion of Center Street extending Northeast from the Westerly right-of-way line of 6th Avenue approximately 4890 feet to the Easterly right of way lines of the alley ways of Block 6 and 7, in the Pocatello Original Townsite, Bannock County, Idaho.

And all of Hospital Way extending Northerly from the Northerly right of way line of East Terry Street (also known as Buckskin Road) approximately 4325 feet to the Southerly right of way line of East Center Street.

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**ADDITION TO SOUTH 5TH AVENUE AREA****PARCEL # 1**

A tract of land in the South 1/2 of the Northwest 1/4 and the North 1/2 of the Southwest 1/4 of Section 7, T.7S., R.35E., B.M., more particularly described as follows:

Beginning at the Northwest 1/16 corner of Section 7, T.7S., R.35E., B.M., THE TRUE POINT OF BEGINNING; thence in Southerly direction along the West 1/16 line of said Section 7, approximately 771 feet to the Southeast corner of a parcel of land described in Instrument No. 97021090 of the official Records of the County of Bannock and conveyed to Ruth A. Frank (Trustee); thence in a Westerly direction along the South boundary line of said parcel being parallel with and 528 feet north of the Latitudinal Centerline of said Section 7, approximately 1070 feet to the Northeast corner of a parcel of land described in Instrument No. 99022944 of said County Records and conveyed to Lynda K. Armstrong; thence in a Southerly direction along a line defining the Easterly boundary line of said parcel and the Easterly boundary line of a second parcel of land described in Instrument No. 92018792 of said County Records and conveyed to Gino Endo approximately 140 feet to the Southeast corner of said Endo property; thence in Westerly direction along the Southerly boundary line of said parcel described in Instrument No. 92018792 approximately 158 feet to a point 33 feet East of the West line of said Section 7, the same being the East right-of-way line of Tech Farm Road; thence in a Southerly direction along said right-of-way line of Tech Farm Road parallel with and 33 feet East of the West line of said Section 7, approximately 250 feet to a point of intersection with the Northeasterly right-of-way line of the Bannock Highway; thence in a Southeasterly direction along said Bannock Highway right-of-way line approximately 215 feet to a point 25 feet South of the Latitudinal Centerline of said Section 7, the same being the most Westerly corner of lot 34 of Cedarvale Tracts; thence in an Easterly direction along the North boundary line of said lot 34 parallel with and 25 feet South of said latitudinal Centerline 220.32 feet to the northeast corner of said lot 34; thence in a Southerly direction along the Easterly boundary line of said lot 34, a distance of 274.5 feet to the most Southerly corner of said lot 34, which point being on the Northeasterly right-of-way line of the Bannock Highway; thence in a Southeasterly direction along said right-of-way line also common with the Southwesterly boundary line of lot 32 of said Cedarvale Tracts Subdivision, 31.1 feet to the most Westerly corner of lot 36 of said Subdivision; thence in an Easterly

direction along the North line of lot 36 of said Cedarvale Tracts Subdivision 208.8 feet to the Northeast corner of said lot 36; thence in a Southerly direction along the Easterly boundary line of said lot 36 a distance of 200.0 feet to the Southernmost corner of said lot 36, the same being on the Northeasterly right-of-way line of the Bannock Highway; thence in a Southwesterly direction along a line which is right angles to the centerline of said Bannock Highway 30.0 feet to a point on said centerline; thence in a Southeasterly direction following said centerline of the Bannock Highway approximately 320.0 feet to the intersection with the Southwesterly extension of the South boundary line of lot 6 of said Cedarvale Tracts Subdivision; thence in a Northeasterly direction along said extension and lot line 373.03 feet to a change in direction of the South boundary line of said lot 6; thence in an Easterly direction along said boundary line of lot 6 a distance of 175.36 feet to the Easterly boundary line of said lot 6, the same being the West 1/16 line of Section 7, T.7S., R.35E., B.M.; thence in a Northerly direction along said lot line and 1/16 line 154.43 feet to the Southeast corner of lot 12 of said Cedarvale Tracts Subdivision; thence in a Westerly direction along the Southerly boundary line of said lot 12 and lots 14 and 16 of said Subdivision approximately 237 feet to the Southwest corner of lot 16; thence in a Northerly direction along Westerly boundary line of lot 16 a distance of 300.0 feet to the Northwest corner of said lot 16, which corner being 25 feet South of the Latitudinal Centerline of said Section 7; thence in an Easterly direction along North boundary lines of said lot 16 and lots 14 and 12 parallel with and 25 feet Southerly of Latitudinal Centerline of said Section 7, approximately 235.11 feet to the West 1/16 line of said Section 7; thence in a Northerly direction along said West 1/16 line 227.15 feet to the Southwest corner of a parcel of land described in Instrument No. 532303 of the official Records of the County of Bannock and conveyed to the City of Pocatello; thence in an Easterly direction along the Southerly boundary line of said parcel also common with a portion of the North boundary line of Indian Hills 5th Addition Subdivision 347.85 feet to the Southwest corner of a parcel of land conveyed to Bannock County and described in Instrument No. 720839 of the said County Records; thence continuing in an Easterly direction following the Southerly boundary line of said Bannock County property also common with the North boundary lines of Indian Hills 5th Addition and a portion of 6th Addition 723.33 feet to the Westerly Right of Way line of the 1966 Portneuf River Flood Control project; thence in a Northerly direction on a line parallel with the West 1/16 line of said Section 7, T.7S., R.35E., B.M. approximately 450 feet to the Northeasterly right-of-way line of the Union Pacific Railroad (UPRR); thence in a Northwesterly direction along said right-of-

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way line approximately 860 feet to the North 1/16 line of Section 7, T.7S., R.35E., B.M., which point also being on the Southwesterly right-of-way line of South 2nd Avenue; thence in a Westerly direction along said North 1/16 line approximately 476 feet to the Northwest 1/16 corner of Section 7, T.7S., R.35E., B.M., THE TRUE POINT OF BEGINNING.

PARCEL # 2

A tract of land in the Southeast 1/4 of Section 7, and in the Southwest 1/4 of the Southwest 1/4 of Section 8, T.7S., R.35E., B.M., more particularly described as follows:

Beginning at the Southwest corner of Section 8, T.7S., R.35E., B.M., THE TRUE POINT OF BEGINNING; thence in an Easterly direction along the South line of said Section 8 approximately 640 feet to the Northeasterly right-of-way line of the Union Pacific Railroad; thence in a Northwesterly direction along said right-of-way line approximately 3740 feet to a point of intersection with the Northwesterly right-of-way line of Cheyenne Avenue; thence in a Southwesterly and Southerly direction following said right-of-way line and its Southerly extension defined by several courses approximately 2500 feet to a point on the southwesterly right-of-way line of the Bannock Highway; thence in a Southeasterly direction along said right-of-way line approximately 410 feet to the South line of Section 7, T.7S., R.35E., B.M.; thence in an Easterly direction along the South line of Section 7, T.7S., R.35E., B.M., approximately 2250 feet to the Southwest corner of said Section 8, the same being the Southeast corner of Section 7, THE TRUE POINT OF BEGINNING.

- ~~b) provide for additional projects, to include using tax increment financing for alternate routes for the "South Connector" project, and for enhancement of rights-of-way or infrastructure to facilitate development by private enterprise of the northeastern area near Hospital Way, as set out in Exhibit A, "Proposed Modifications" attached hereto and made a part hereof; and~~
- c) update the economic feasibility study.

**CONSOLIDATED CENTRAL CORRIDOR  
URBAN RENEWAL AREA**

**ATTACHMENT 3  
RECOMMENDATION OF THE  
POCATELLO DEVELOPMENT AUTHORITY**

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**POCATELLO DEVELOPMENT AUTHORITY MINUTES**  
Meeting April 16, 2008

**Members present:** Terry Brower, Steve Brown, Roger Chase, Cynthia Hill, Darsi Johnson, Gary Moore, and Ryan Ward.

**Staff present:** Gynii Gilliam of Bannock Development; A. Dean Tranmer, Esq. and Darcy Taylor of the City Legal Dept.; Robert Chambers and Tim Tingey of City Planning and Development Services

The meeting was called to order at 11:02 a.m., by **Chairman S. Brown**.

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**1. Preliminary matters:**

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No conflicts of interest were declared. **Chairman Brown** noted that the agenda item Future URA/TIF Districts under Miscellaneous Items will be discussed in executive session.

**2. Minutes and financial matters:**

Minutes for the regular March meeting and executive session were reviewed. There being no noted corrections or amendments, **it was MSC (D. Johnson, T. Brower)** to approve the minutes of March 19, 2008.

G. Gilliam presented the financial report for March. The ending balance of all districts as of March 31, 2008, was \$748,906.07. Income for March consisted of a repayment from TetriDyn in the amount of \$15,000.00, and payments of \$392,270.28 and \$319.04 in tax increment payments for the North Yellowstone and Old Town districts, respectively. No interest income was noted for March. Expenses in March included payment of Pay Request 2 from Triangle, Inc. in the amount of \$44,676.88 to Myers Anderson for the Triangle Redevelopment project, and \$104.02 for the PDA lunch. After a brief discussion **it was MSC (T. Brower, G. Moore)** to approve the March financial report.

An invoice for payment of the First Quarter Administrative Fees in the amount of \$3,125.00 was submitted for payment by the Bannock Development Corporation. **It was MSC (D. Johnson, T. Brower)** to pay said invoice. Thereafter, G. Gilliam advised the Board of recent staff changes at the Bannock Development Corporation office. Both Sari David and Connie Richey have submitted their resignations, and Angie Lee will be joining the BDC staff as of April 28<sup>th</sup>.

**3. Central Corridor:**

A. Extension of District. In light of recent project developments within the Central Corridor District, a review of the Board's plans for closing the district is required. **Chairman S. Brown** opened a discussion regarding the closing date of the district by presenting three options to the Board. The first option is to close the district on schedule, at the end of the calendar year 2009. The second option presented was to delay the closing of the district for one additional year, which would allow the district to realize enough additional funding through the tax increments to provide money for the South Valley Connector, a new project on South Fifth Avenue, and nominal administrative fees to the Board. The third option presented was to extend the closure of the district for two additional years, which would result in funding for the projects named in the second option, as well as additional administrative fees which would roll over into the discretionary fund. **S. Brown** advised that Board that in his opinion, the third option could be construed to be a plan by which the Board would appear to be hoarding funds. Discussion among Board members followed. It was noted that if the District is closed on schedule, at the end of 2009, it is very likely that a new tax increment financing district would be requested for a

relatively small project on South Fifth Avenue. According to initial computations, the new district would have to remain open for the longest term allowed and would result in very little financial return. **S. Brown** noted that although the Board has been adamant about closing the Central Corridor District by the end of 2009, in his estimation, it would be fiscally irresponsible to create a new twenty-four year district for a new project when the same project could be accomplished by extending the current district for one additional year. **G. Gilliam** informed the Board that even if the district didn't close at the end of 2009, the bond for the district could be paid off in 2009, and closing the district in 2010 would still be years before the twenty-four year limit on districts. **R. Chambers** outlined the procedural requirements of modifying the plan to extend the district for another year. Further discussion was held regarding the effect the options to extend the district would have on the administrative fees available to the Board, and how those administrative fees would translate into discretionary money to fund future economic development efforts. **R. Chase** noted that he favored the option for a one year extension of the Central Corridor District, especially in light of the current limitations of the PDA discretionary budget and the uncertainty of how future tax legislation may affect funding possibilities. Thereafter, **it was MSC (R. Chase, G. Moore)** to prepare a resolution recommending to the City Council that the closure of the Central Corridor District be postponed for a period of one year, through December 31, 2010, and that additional tax increment funding received as a result of the extension of the district be applied to the Farmer's Insurance project on South Fifth Avenue, to previously committed funding of the South Valley Connector project, and to administrative fees for the PDA, as reviewed and approved by the Board.

**B. Triangle Redevelopment Project.** Mike Jaglowski, Jerry Miller, Brian Yowell, Jim Jenkins and representatives from Accelerated Paving and Keller Associates appeared to provide the Board with an update of the Triangle project. **M. Jaglowski** advised that the project was started on April 8<sup>th</sup> and the perimeter has been excavated, underground utilities are being installed, and right-of-way work has begun. In May, the right-of-way work will continue, and other aspects of the project will proceed. **J. Myers** presented Pay Request #3 in the amount of \$20,669.19 for approval by the Board. After a brief discussion regarding the submitted invoice, **it was MSC (R. Chase, D. Johnson)** to approve payment of Pay Request #3 in the amount of \$20,669.19 to Triangle, Inc.

#### **4. Miscellaneous:**

**G. Gilliam** reported that a development agreement has been prepared and submitted to Whisper Creek for review. She reminded the Board of its commitment to provide \$75,000.00 initial funding, and a subsequent commitment of \$150,000.00 upon Whisper Creek's completion of specific employment milestones as provided for in the development agreement, but noted that no funds will be disbursed until the development agreement is signed by both parties.

#### **5. Executive Session:**

At approximately 11:28 a.m., **it was MSC (R. Ward, R. Chase)** to adjourn to executive session (pursuant to I.C. §67-2345(1)(e)) to consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations. The regular meeting was reconvened at 12:01 p.m.

#### **6. Adjournment:**

Upon return to regular session it was determined there was no further business, and it was **MSC (D. Johnson, R. Ward)** to adjourn the meeting at approximately 12:01 p.m.

*Darcy L. Taylor*

RECEIVED

AUG 08 2008

TECHNICAL SUPPORT

**CONSOLIDATED CENTRAL CORRIDOR  
URBAN RENEWAL AREA**

**ATTACHMENT 4  
RECOMMENDATION OF THE  
COMMUNITY DEVELOPMENT COMMISSION**

**RECEIVED  
AUG 08 2008  
TECHNICAL SUPPORT**



## PLANNING & DEVELOPMENT SERVICES

911 North 7th Avenue P.O. Box 4169  
Pocatello, Idaho 83205-4169

TO: Mayor Chase  
City Council

FROM: Marjanna Hulet, Acting Chair  
Community Development Commission

DATE: May 15, 2008

RE: Consolidated Central Corridor Urban Renewal Plan  
Amendment

Following our review at the May 14, 2008, meeting the Community Development Commission finds the proposed modification to the Consolidated Central Corridor Urban Renewal Plan to be in conformance with the City's Comprehensive Plan.

**Plan Review/  
Planning Services**  
Phone: (208) 234-6161  
Fax: (208) 234-6257  
(208) 234-6586

**Neighborhood &  
Community Services**  
Phone: (208) 234-6185  
Fax: (208) 234-6586

**RECEIVED**

**AUG 08 2008**

**TECHNICAL SUPPORT**

**CONSOLIDATED CENTRAL CORRIDOR  
URBAN RENEWAL AREA**

**ATTACHMENT 5  
TIME TABLE OF ACTIVITIES & NOTICES**

**RECEIVED**

**AUG 08 2008**

**TECHNICAL SUPPORT**

**TIMELINE FOR PLAN MODIFICATION  
FOR  
CENTRAL CORRIDOR URBAN RENEWAL AREA  
AND REVENUE ALLOCATION DISTRICT**

Modification Purpose: Extend District existence by one (1) year. Expiration date of area and district to be December 31, 2010.

PDA Meeting Formal Recommendation to City Council	April 16, 2008
City Council forwards plan to the Community Development Commission for review and recommendation as to its conformity with the Comprehensive Plan	April 17, 2008
CDC reviews plan and submits written recommendation of the plan to the City Council	May 14, 2008
City submits to ISJ notice of public hearing and final reading of adopting ordinance. City transmits notice, plan, and PDA recommendation to each taxing district	June 12, 2008 For publication 6/17/08
City Council holds public hearing on plan and directs preparation of ordinance for the following meeting	July 3, 2008
City Council reads ordinance on suspension of rules	July 17, 2008
Map preparation and mailing of map/ordinance to taxing districts	August 1, 2008

**RECEIVED**  
**AUG 08 2008**  
**TECHNICAL SUPPORT**